



**U.S. Department of Transportation  
Federal Transit Administration**

**Alternative Transportation in the Parks and Public Lands Program  
Project Proposal for Fiscal Year 2008 Funds – Implementation Project**

**BASIC PROJECT INFORMATION**

- Project Name: Enhancement of Grand Island National Recreation Area existing alternate transportation system – Hiawatha National Forest. Project involves construction of an on island bus maintenance/storage building, construction of a fueling station to support the alternative transportation system and installation of interpretive signs at bus stops.

Proposed Funding Recipient: Hiawatha National Forest

Public land unit(s) involved:

USDA Forest Service  
Hiawatha National Forest

Location of Project

City: Munising  
County: Alger  
State: Michigan  
Congressional District: 1st

Federal Land Management Agency managing the above unit(s):

- ☐ Bureau of Land Management  
☐ Bureau of Reclamation  
☐ Fish and Wildlife Service  
☒ Forest Service  
☐ National Park Service

Type of Implementation Project:

(Planning projects, please use the alternate form)

- ☐ Bus  
☐ Vehicle replacement  
☐ Tram/Trolley  
☐ Boat/Ferry/Dock  
☐ Rail  
☐ Non-motorized (e.g., bicycling/pedestrian trail)  
☒ Other (e.g., Intermodal facility, ITS) Describe:  
Construction of maintenance/storage facility and on island fueling station to support public transportation system.

- ☐ Proposal is for a new alternative transportation system where none currently exists.  
☒ Proposal is for an expansion or enhancement of an existing alternative transportation system.  
☐ Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.

ATPPL Funding Requested during FY 2008  
\$215,000

**Total Project Capital Cost at Completion (All sources)**  
\$233,000

Were you awarded FY 2006 or FY 2007 ATPPL funds? ☒ Yes ☐ No  
If answer "Yes," please provide amount awarded: \$575,000

Do you plan to request additional ATPPL funds in future years? ☐ Yes ☒ No  
(Note: If you wish to compete for future ATPPL fiscal year funding you must reapply).  
If answer "Yes," please specify ATPPL proposed funding levels for out years below:

FY 2009 \$0

FY 2010 \$0

**FY 2008 Funding Amounts from sources other than ATPPL funds?** ☒ Yes ☐ No  
If answer "Yes," please specify funding levels per source below:

State \$	Local \$	Federal (other than ATPPL) \$10,000	Private sources \$8,000
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#### CONTACT PERSON

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Address: 400 East Munising Avenue. Munising, MI 49862	

#### OTHER PROJECT SPONSORS (in addition to funding recipient)

Hiawatha Interpretive Association, Alger County Public Transit, Grand Island Ferry Service

#### REQUIREMENTS

- ☐ If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- ☒ The project is consistent with the metropolitan and statewide planning process.
- ☒ The project is consistent with agency plans.
- ☒ If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

#### BASIC PROJECT DATA

Number of Visitors (Annual): 5,000	Daily Number of Visitors (Peak season): 75
Average Number of Vehicles per Day at Peak Visitation: 0 (None allowed on island with ATS in place)	
Current Road Level of Service at Peak Visitation N/A	
What time of the year does your land unit experience Peak Visitation? <input type="checkbox"/> Spring <input checked="" type="checkbox"/> Summer <input type="checkbox"/> Fall <input type="checkbox"/> Winter	
Current Carrying Capacity of Existing Roads: N/A – With ATS in place vehicles not allowed	
Current parking shortages during peak visitation: N/A	
Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation: 50 (average number of visitors/daily at peak)	
Current Annual Number of Persons who use the alternative transportation system (if one already exists): 3000/yr (anticipated number of riders or users/annually)	
Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 5,000 /yr (anticipated ridership/usage)	

Is there an anticipated reduction in auto collisions with large animals with this project?

☐ Yes ☒ No

If "Yes," please provide anticipated reduction:                      collisions/year

#### BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? ☐ Yes ☒ No

If "Yes," please provide anticipated area of increase:                      square feet

Is there an anticipated increase in wildlife habitat connectivity? ☐ Yes ☒ No

If "Yes," how many acres would be connected by the project?                      acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? ☐ Yes ☒ No

If "Yes," please explain:

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?

☒ Yes ☐ No

Implementation of the 07 grant will enhance visitor experience by eliminating passenger vehicles. The maintenance facility will be designed to blend with existing recreation enhancements on the island and will allow the bus to be stored and maintained out of sight of visitors.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?

☒ Yes ☐ No

If yes, please explain: Bus will be stored and maintained in a building designed to complement existing recreation enhancements.

## **Executive Summary**

**Please provide an executive summary of your proposal that is no more than one page in length.**

The Grand Island National Recreation Area (GINRA) is a 13,000-acre island in Lake Superior, located one-half mile from Munising, Michigan in Michigan's Upper Peninsula. Congress designated GINRA in 1990 "... to preserve and protect for present and future generations the outstanding resources and values of Grand Island ... for the purposes of providing for the conservation, protection and enhancement of its scenery, recreation, fish and wildlife, vegetation and historical and cultural resources, there is hereby established the Grand Island National Recreation Area ... These resources and values include, but are not limited to, cliffs, caves, beaches, forested appearance, natural biological diversity and features of early settlement." Features of early settlement include historic buildings and archeological resources. GINRA is administered by the Hiawatha National Forest.

GINRA has approximately 5,000 visitors during the summer months. Munising is also the gateway community to Pictured Rocks National Lakeshore which has a visitation of approximately 400,000 per year. Both GINRA and Pictured Rocks are vital to the economic vitality of the travel and tourism industry in the Central Upper Peninsula region. GINRA and Pictured Rocks National Lakeshore are "way points" on the "Great Waters" ([www.greatwaters.net](http://www.greatwaters.net)) Lake Superior trail which is one of three great lakes trails developed by a five-county coalition of business, government and visitor bureaus calling itself the Eastern Upper Peninsula Nature Tourism Alliance. The Alliance's mission is to utilize the natural assets of the region to attract visitors with the long-term goal of developing a sustainable nature-based tourism market.

The enabling legislation requires the Forest Service to provide reasonable water transportation from the mainland to the island. The desired condition as stated in the GINRA Management Plan is to establish a public transportation system to reduce the use of personal passenger vehicles to protect the island's resources and character. The GINRA strategic/business plan has goals to manage GINRA as a "niche" site within the context of the central Upper Peninsula tourism market, to provide service improvements through public/private partnerships, continue improvements to infrastructure, and increase visitation to GINRA through cooperative marketing strategies.

The current alternative transportation system has proven to be an effective way for visitors to enjoy the island's resources and attractions while eliminating visitors' passenger vehicles on the island. Funding from the 2007 ATPPL grant will enhance that system through dock repairs, a new bus and new passenger ferry to the island. Forest Service investments since obtaining the island have focused on constructing a visitor contact station, rehabilitating historic structures, constructing and maintaining roads and trails, developing campsites, and developing scenic overlook areas. All constructed features on the island meet accessibility guidelines.

The proposed upgrade to the alternate transportation system is a multi-year project utilizing ATPPL financial assistance, appropriated funds, and private funding sources. At the completion of the project GINRA will have an efficient fully accessible transportation system that protects the natural, cultural and historic values of the island, which meets the visitation demands of the future.

Phase I of the project, which was funded through an 2007 ATPPL grant involves replacement of the six passenger pontoon ferry boat with capacity to safely transport 40 people with bicycles and equipment; reconstruction of both island and mainland docks and terminal facilities to reduce erosion into Lake Superior while providing a comfortable waiting area as well as access to persons mobility impaired; and replacement of the ageing diesel bus with a fully accessible hybrid diesel/electric bus. This will be implemented in FY 2008.

Phase II of the project, which is proposed for 2008 funding, would involve construction of an on island bus maintenance building, on island fueling station to support the alternate transportation system and installation of interpretive signs. Implementation of this project will complete the alternate transportation system at GINRA.

Completion of this project will assure the continuation of the alternate transportation system to, and on the island with a system that is safe and environmentally sound, meets future demand, eliminates visitors' private passenger vehicles, provides island access to mobility impaired visitors and protects the natural, cultural and historic values which lead to the creation of GINRA.

## Project Description

**What activities would be funded by the requested ATTPPL financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.**

The main recreational activities on the island include, hiking, mountain biking, backcountry camping, boating, fishing, kayaking and taking an interpretive bus tour to a number of scenic and historic sites on the island.

Grand Island NRA is a signature site on the Hiawatha National Forest – known as the *Great Lakes National Forest*. The Hiawatha is home to Great Islands, Great Lakeshores, Great Lighthouses and Great Snow.

A General Management Plan is in place for the island and a five-year strategic/business plan has been completed for GINRA. Six hundred thousand dollars of capital improvements have been invested in GINRA since the island was acquired 1990. These investments have been made to protect resources, to accommodate recreation use and to increase accessibility to recreation sites.

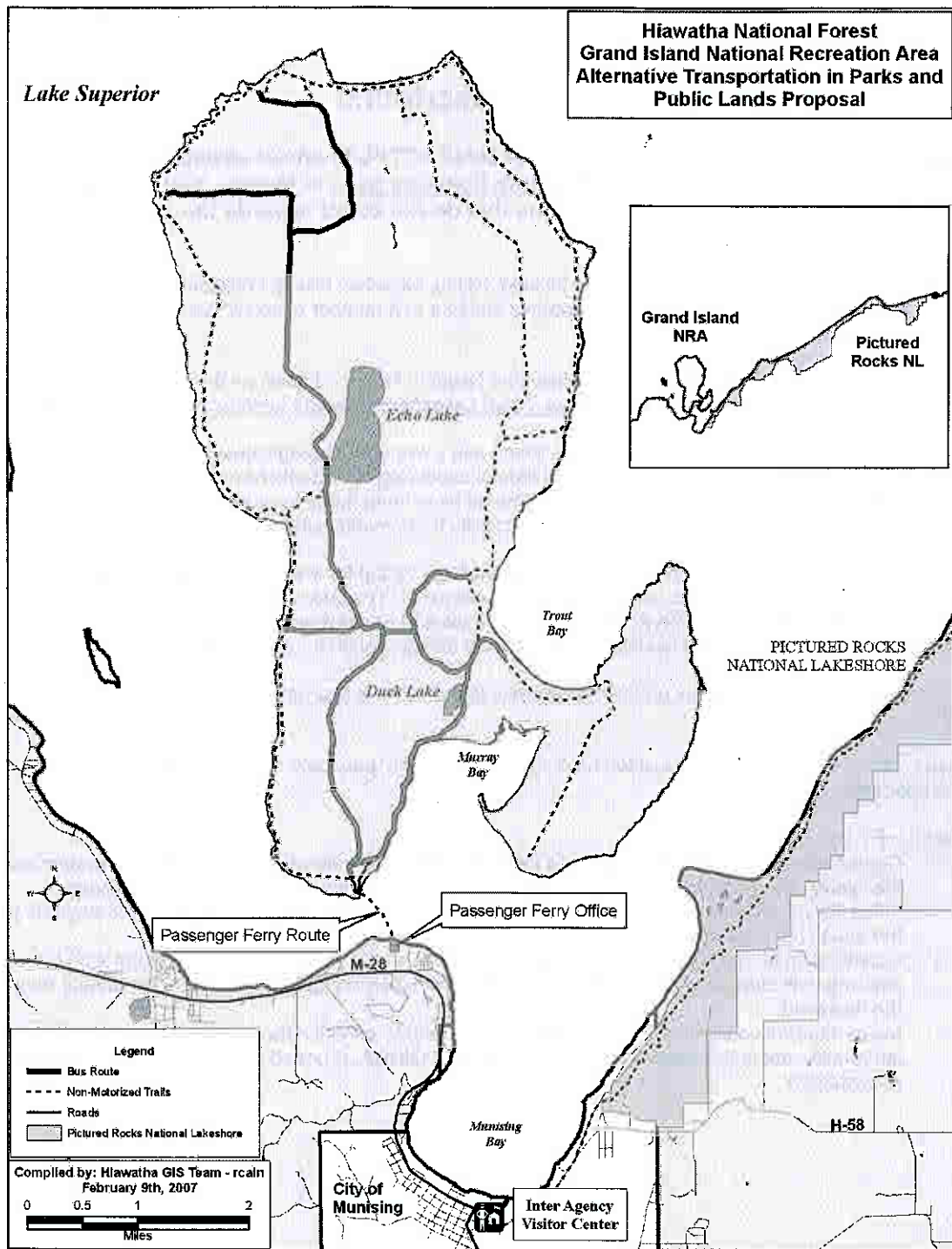
As indicated in the Field Report completed by the Cambridge Group for the FHA and FTA, Grand Island NRA has an existing ATS which is composed of three elements: 1) a ferry service that provides access between the mainland and the NRA 2) non-motorized trails and 3) a bus service on the island. The latter consists of an interpretive tour of the island in addition to transportation for other recreation users.

This project will provide upgrades and enhancements to the existing alternate transportation system for the GINRA

Phase I – A FY 07 ATPPL grant provided funding to repair docks, purchase new bus and purchase new passenger ferry.

Phase II – FY 08

- Construction of on island maintenance facility to support the alternative transportation system on the island. The building would provide for storage and maintenance for the bus. It increases efficiency by allowing routine maintenance to be completed on the island rather than transporting the bus to the mainland for maintenance.
- Construction of island fueling station for the bus. This would increase efficiency of the ATS by allowing bulk storage of fuel on the island instead of transporting fuel in portable containers from the mainland.
- Install interpretive signs at the bus stops on the island to enhance the tour experience by providing information about the natural and cultural history of GINRA. (Funded through Hiawatha Interpretive Association).





## **Alternative Transportation in the Parks and Public Lands Implementation Evaluation Criteria**

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

Criteria	Points	Weight
<b>1. Demonstration of Need</b>		
a. Visitor mobility & experience	(1-5)	25%
b. Environmental condition as result of existing transportation system	(1-5)	
<b>2. Visitor Mobility &amp; Experience Benefits of Project</b>		
a. Reduced traffic congestion	(1-5)	25%
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
<b>3. Environmental Benefits of Project</b>		
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	25%
b. Reduced pollution (air, noise, visual)	(1-5)	
<b>4. Operational Efficiency and Financial Sustainability</b>		
a. Effectiveness in meeting management goals	(1-5)	25%
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

**Your responses to these questions must total no more than eight pages.**

### **Implementation Evaluation Factors:**

#### **1. Demonstration of Need**

- a. Visitor mobility and experience:** Describe the site's current and/or anticipated transportation problem or opportunity for improvement. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

The requested funds would continue to upgrade and enhance the existing alternate transportation system for GINRA. Most of the actual transportation issues identified in the 2007 ATPPL grant proposal will be resolved through implementation of the 2007 ATPPL funded projects. This includes increasing capacity of the passenger ferry to provide continued public access to the island while reducing passenger waiting time. Purchase of the new bus will allow continuation of on island public transportation. However, the island lacks facilities to store and maintain the new bus that will be purchased with the 2007 grant funds. The 2006 Hiawatha National Forest Land and Resource Management Plan provides direction for an on island fueling and a maintenance/storage facility.

Installation of interpretive signs funded by the Hiawatha Interpretive Association will enhance the visitor's experience by providing information on the rich history and culture of the island.

**b. Environmental condition as a result of the existing transportation system:**

Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area.

The FY 2007 grant funds will be used to construct a sheet pile seawalls to reduce erosion in to Lake Superior on both the island and mainland.

As outlined in the 2007 grant application Phase II of the project involves construction of an on island fueling station. Currently, in order to fuel the bus on the island, fuel must be transported to the island in portable containers. This is highly inefficient. There is concern that during the crossing to the island these containers could be compromised resulting in a fuel spill into Lake Superior. An on island fueling station would allow bulk transfer of fuel to an approved fueling station on the island.

**2. Visitor Mobility and Experience Benefits**

**a. Reduced traffic congestion:** Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions.

Implementation of this project will assure continuation of the alternate transportation system at GINRA allowing for a ban on visitor passenger vehicles on the island. Without a public transportation system on the island up to 10 passenger vehicles per day would be allowed on the island per the GINRA Management Plan. This would greatly limit visitation to the island, especially for senior citizens and people with limited mobility, as passenger vehicles would have to be transported by the limited service of the Forest Service tug and barge. Enhancement of visitor travel conditions are accomplished several ways. The passenger ferry funded with a 2007 ATPPL grant will increase capacity both for passengers and equipment reducing the number of extra trips beyond the scheduled 8 trips per day during peak season. Waiting and congestion at the terminal facilities on both the island and the mainland will be reduced as the larger vessel will be able to move more people with a reduced number of trips. The larger vessel will also be more reliable during rough seas or inclement weather increasing visitors' comfort during transit.

Replacement of the old bus funded with 2007 ATPPL grant funds with a new diesel hybrid vehicle will increase user comfort during island tours with reduced noise and emissions compared with the old vehicle.

Construction of the maintenance/storage building and an island fueling station will provide necessary infrastructure support to the alternate transportation system on the island.

**b. Enhanced visitor mobility, accessibility, and safety:** Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:

Without bus transportation on the island, visitors without cars and those that have mobility challenges, such as disabled persons or senior citizens, would not be able to enjoy the historic and scenic attractions afforded at GINRA other than at the ferry landing. This would severely limit visitation to the island for a large segment of the public. While all of the improvements made in the past on the mainland and the island meet accessibility standards, the weak link in the past was the accessibility of the passenger ferry. Disabled persons were



physically helped on and off the ferry due to lack of accessible ferry loading facilities on both sides. A key component of the project is to improve the loading and waiting facilities to allow easy accessible access to the ferry. The 2007 ATPPL grant funds will be used to construct dock rehabilitation and lifts to allow access to the ferry on both the mainland and the island. The new bus would be fully accessible. These improvement will "close the loop" on accessibility for GINRA.

Visitor safety and convenience would be improved during crossings as a result of a larger vessel especially during inclement weather. Waiting times on both the island and the mainland would be reduced during peak visitation times. A 40 passenger ferry would also provide more capacity to quickly evacuate visitors from the island in the event of natural disaster or severe weather.

All visitors that visit the island using the ferry would benefit from the proposed improvements. Visitation has steadily increased since the Forest acquired the island. Current visitation is approximately 5,000 per year, with projected steady increases in the future. Increasing visitation in conjunction with the Central Upper Peninsula travel and tourism industry is a key component of the Grand Island Strategic/Business Plan.

Construction of the maintenance/storage building and an island fueling station will provide necessary infrastructure support to the alternate transportation system on the island.

- c. Visitor education, recreation and health benefits:** Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits. How many visitors per year will experience these benefits?

Continuation and improvements to the GINRA alternate transportation system will enhance visitor education, recreation and health benefits. With a new larger ferry, the route to the island would change from a point to point run from Powell Point (mainland) to Williams Landing (island) to more scenic route along the shoreline interpreting and highlighting the historic district of the island. This would afford visitors the opportunity see more of the island from the water and offer more opportunities to interpret the island historic, cultural and natural features.

A key feature of the public transportation (bus) on the island is interpretation of the island's natural, historic and cultural resources. Without public transportation those educational opportunities would be lost. Island interpretation would continue for those visitors using the island bus system. The third leg of the alternate transportation system, the biking – hiking trails, would benefit public health by continuing a system of trails for visitors to experience the island by biking or hiking to island attractions rather than using the bus. Continuation of the ATS on the island provides social benefits by reducing conflicts between motorized and non-motorized users.

Approximately 5,000 visitors per year would benefit, with anticipated increases with implementation of the GINRA Strategy/Business Plan.

Installation of the interpretive signs at the bus stops will enhance the visitor experience by providing information about the natural and cultural history of GINRA.

Construction of the maintenance/storage building and an island fueling station will provide necessary infrastructure support to the alternate transportation system on the island.

### **3. Environmental Benefits**

- **Protection of natural, cultural, and historic resources:** Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources.

Grand Island is a unique place with outstanding natural, cultural/archeological and historic resources as was highlighted in the enabling legislation. The island is rich in Native American archeological sites, historic structures, and rare species. The island features outstanding scenic resources including 300 foot cliffs with views of Lake Superior and Pictured Rocks National Lakeshore and pristine white sand beaches. Continuation of an alternative transportation system (both motorized and non-motorized) is a key component to the protection of these resources and providing a quality visitor experience. The replacement of the bus, ferry, and repairs to the docks and seawalls funded in 2007 will continue and improve the protection of these resources at GINRA. Bus transportation on the island provides benefits by allowing more people to visit the island, and allowing the agency to "control" where users can visit. This reduces potential impacts from such things as random parking, driving off the roadway in sensitive areas, or using 4 wheel drive vehicles on beach areas.

Installation of the interpretive signs at the bus stops will enhance the visitor experience by providing information about the natural and cultural history of GINRA. These signs will provide education to visitors about these outstanding resources and the need to protect them for future generations.

Construction of the maintenance/storage building and an island fueling station will provide necessary infrastructure support to the alternate transportation system on the island.

- a. Reduced pollution:** Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution.

The ATS on Grand Island reduces air, water, noise and visual pollution by providing an alternative to private passenger vehicles. Replacement of the bus will allow continuation of an alternate to visitors' passenger vehicles on the island. This in itself will reduce air noise and visual pollution. Benefits of the electric-diesel hybrid buses include up to a 20 percent increase in fuel economy and up to a 90 percent reduction in particulate matter as compared to standard diesel engines. The bus is in continual operation from 6 to 7 hours per day during the peak season. The hybrid buses also have been shown to improve bus performance and passenger comfort by providing a quieter and smoother ride. The bus would be capable of using bio-diesel fuel once available in the Upper Peninsula.

Reconstruction seawall on the mainland will prevent erosion and scouring of the fill behind the seawall caused by high seas and strong northeast storms on Lake Superior. Failure to stabilize this seawall will continue erosion into Lake Superior as well as jeopardize existing improvement at the site. Similar work is needed on the island side. The sheet pile wall is collapsing in part and is in need of replacement in order to protect and stabilize the landing and to eliminate erosion in to Lake Superior.

Currently in order to fuel the bus on the island, fuel must be transported to the island portable containers. This is highly inefficient. There is concern that during the crossing to the island these containers could be compromised resulting in a fuel spill into Lake Superior. An on island fueling station would allow fuel to be transported to an approved fueling station on the island by a commercial fuel truck. This would reduce the potential for spillage due to many less trips with portable containers.

#### **4. Operational Efficiency and Financial Sustainability**

- a. Operational Efficiency:** Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

In the enabling legislation GINRA was established to provide for the "conservation, protection, and enhancement of its scenery, recreation, fish and wildlife, vegetation and historical and cultural resources..." The legislation also requires the Forest Service to provide reasonable water transportation from the mainland to the island. The desired condition as stated in the GINRA management plan is to establish a public transportation system to reduce the use of personal passenger vehicles to protect the islands resources and character. The current alternative transportation system has proven to be an effective way of visitors to enjoy the islands resources and attractions. Improvements to the system will continue to protect resources and reduce conflicts between those visitors that prefer non-motorized recreation opportunities as well as satisfy those visitors that want to visit the island but prefer motorized transportation or are physically unable to visit the island attractions by biking or hiking. By providing efficient, safe and comfortable water transportation, as well as providing the option of either touring the island by bus, bike or on foot the furthers the objectives outlined in the enabling legislation and the GINRA Management Plan.

The 2006 Hiawatha National Forest Land and Resource Management Plan provides direction for an on island fueling and a maintenance/storage facility. Efficiency will be enhanced by providing a building for routine maintenance. This will eliminate the need to bring the bus back to the mainland for maintenance and storage. A fueling station on the island will reduce the considerable time currently being spent fueling the bus using portable containers.

- b. Feasibility of Proposed Budget:** Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

	FY 2008	FY 2009	FY 2010	FY 2011
<b>Revenue</b>				
ATTPL funding (requested)	\$215,000			
Funds from public land budget	\$10,000			
Other federal funds				
State funding				
Local funding	\$8,000			
Passenger Fares and/or transportation fees	\$53,000			
All other dedicated sources of funding <sup>1,2</sup>				
<b>Total Revenue</b>	<b>\$283,000</b>			
<b>Capital Costs</b>				
Purchase of rolling stock (vehicles)				

Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)	\$215,000			
Rehabilitation				
Other:				
<b>Total Capital Costs</b>	<b>\$215,000</b>			
<b>Operating Costs</b>				
Salaries	\$19,000	\$20,000	\$21,000	\$22,000
Routine Maintenance	\$13,000	\$14,000	\$15,000	\$16,000
Insurance	\$8,000	\$9,000	\$10,000	\$11,000
Fuel	\$4,000	\$5,000	\$6,000	\$7,000
Contracted services	\$11,000	\$12,000	\$13,000	\$14,000
Other: Legal, accounting, advertising, etc.	\$10,000	\$11,000	\$12,000	\$13,000
<b>Total Operating Costs</b>	<b>\$65,000</b>	<b>\$71,000</b>	<b>\$77,000</b>	<b>\$83,000</b>

**Proposed budget narrative:** In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc.

#### **Proposed Projects for 2008**

- Design an on-island maintenance facility/bus garage \$12,000
- Construct maintenance facility/bus garage \$183,000
- Construct on-island fueling station \$20,000

#### **Maintenance Facility/Bus Garage**

The current bus is exposed to the elements from June through October on the island. In addition, the available maintenance space currently consists of a 16x12 foot space in the back of a Visitor Contact Station. The proposal would provide for a maintenance facility/bus garage separate from the Visitor Contact Station and would provide in-door parking for the bus (thus increasing its life). It would also provide a building, which would support all of the operation and maintenance function of the ATS system and the associated complementary non-motorized recreational transportation system.

#### **On-island Fueling Station**

Currently, fuel for the bus is carried over to the island via the passenger ferry in portable containers and hand-poured into the ATS bus gas tank. Minor amounts of spillage occur on occasion with potential existing for greater amounts of spills. This is highly inefficient. The proposal is to construct a fueling station near the maintenance facility where the fuel transfer can be done professionally and efficiently and in an environmentally friendly manner.

The improved ATS hybrid bus purchased with the 2007 ATPPL grant will represent greater fuel efficiency and thus reduced maintenance costs. The in-door parking for the ATS bus in the maintenance facility will prolong the life of the bus, thus reducing operating and maintenance costs. The environmentally friendly system on the island will reduce spillage potential and will eliminate or dramatically reduce potentially expensive clean up costs.

- c. Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost

effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$59,000
2. Average annual number of riders: 3,000 /year
3. Transportation fee or fares recovered (average): \$50,000/year
4. Useful life of transportation assets: 10 years

Annual cost per passenger trip: This will be automatically calculated by FTA.

Annual fare box recovery This will be automatically calculated by FTA.        %

- d. Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector.

A major federal partner in management of GINRA has been the National Park Service which has assisted the Forest in management of black bear/visitor conflicts on the island.

A major state partner has been the Michigan Department of Natural Resources which has also assisted the Forest in managing black bears on the island.

The local Native American tribe has been a partner in accomplishing archeological digs on the island by participating in Youth Archeology Workshops and by funding interpretive projects.

The Eastern Upper Peninsula Nature Tourism Association (EUPNTA) has created the *Great Waters* brand designed to develop the Eastern part of the Upper Peninsula into a nationally recognized visitor destination. GINRA is a key asset or way point on the Lake Superior trail portion of the *Great Waters* area. EUPNTA is considered a marketing partner in helping GINRA and Pictured Rocks National Lakeshore become a greater contributor to recreation and tourism here in Alger County.

The Grand Island Association, an association of special use permit holders on GINRA, has helped the Forest secure funding for renovation of historic structures on the island that are visited as part of the ATS tour.

The Grand Island Ferry Service is our critical partner in the providing of passenger service to GINRA and in the past has helped fund interpretive signs in the Visitor Contact Station. The ferry Service has also recently made a major investment in the ATS project by constructing a new passenger ferry office to replace the 10 foot by 16 foot storage shed it was operating out of. It has also recently upgraded the quantity and quality of mountain bikes that it rented to visitors.

ALTRAN is the Forest's critical partner in providing the ATS on the island. It has contributed funds in the past to provide interpretive signing in the Visitor Contact Station. It is also willing to solicit grant funding to help in the proposed intermodal transit center enhancements at the waiting areas.

The Hiawatha Interpretive Association (HIA) is a major partner in delivering our interpretive and conservation education program. It has funded numerous projects on GINRA and would be a willing partner in providing additional ATS interpretive signs.

Munising, located in the Central Upper Peninsula, sits as a gateway community to Pictured Rocks National Lakeshore, Hiawatha National Forest, and GINRA. Tourism is the number one industry in Alger County and these ATPPL proposals will directly contribute to accomplishment of the recreation and tourism goals of diversifying the tourism base, keeping the visitor here "one more day" and increasing shoulder season use.





## Hiawatha Interpretive Association

PO Box 919

2/25/2008

Federal Transit Administration

The purpose of this letter is to express support for the Hiawatha National Forest's Alternative Transportation in the Parks and Public Lands Program grant application for 2008.

The Hiawatha Interpretive Association (HIA) has been a partner with the Hiawatha National Forest since 1995 in funding educational and interpretive projects on the Hiawatha. Over the last several years, accessible interpretive signs have been funded by HIA on the Grand Island National Recreation Area at the Visitor Contact Station, Trout Bay Beach, Trout Bay Boat and Stone Quarry Historic Cabin.

Most recently, HIA has funded a design contract for \$9000 for additional wayside exhibits to be placed at nine locations on the interpretive bus tour. We are currently taking steps to earmark the funding for the construction and installation of these nine signs. Anticipated cost is \$8,000 for a total project cost of \$17,000.

We feel the Grand Island National Recreation Area offers one of our best opportunities to interpret natural and cultural features for the visiting public. Grand Island is a special place and we are proud to be a partner with the USDA Forest Service in helping deliver the interpretive programming there.

Sincerely,

*/s/ Mary Snitgen*

Mary Snitgen  
President

